

REMARKS

Introductory Comments:

Claims 1-23 are pending in the application. Claims 3-6, 8-12, and 20-22 are objected to and would be allowable if rewritten. Claims 1, 2, 13, 15, and 19 are rejected under 35 U.S.C. §102(e) as being anticipated by Madau et al. (US Patent 6314329). Claims 7 and 17-18 are rejected under 35 U.S.C. §103(a) as being unpatentable over Madau et al. as applied to claim 1 above, and further in view of Schiffmann et al. (US Patent 6038495). Claims 14 and 16 are rejected under 35 U.S.C. §103(a) as being unpatentable over Madau et al., Schiffmann et al., and further in view of Winner et al. (US Patent 6704631).

In Response To The Claim Objections:

Regarding the objections to claims 3-6, 8-12, and 20-22, the Applicant has amended claims 3 and 20 as suggested by the Examiner. Claims 4-6 depend from the amended claim 1, and claims 21-22 are amended to depend from the amended claim 20 and are believed to be allowable for at least this reason. The Objections to claims 8-12 will be addressed below regarding the amended claim 1.

In Response To The 35 U.S.C. 102 Claim Rejections:

The Office Action rejects claims 1, 2, 13, 15, and 19 because allegedly Madau et al. disclose a sensor offset correction method for a vehicle comprising: generating a first offset correction signal for a vehicle dynamic sensor at a sensor power up (see at least the abstract lines 4-15), generating a second offset correction signal for a vehicle dynamic sensor when the vehicle is moving, and correcting vehicle dynamic sensor in response to at least one of first offset correction signal and second offset correction signal (see at least column I, lines 35-55).

The Office Action further alleges that Madau et al. disclose, as per claim 2, generating a third offset correction signal for a vehicle dynamic sensor when the vehicle is at rest, and correcting vehicle dynamic sensor in response to third offset correction signal (see at least the abstract, lines 15-21; and columns 3-4, lines 38-18).

The Office Action further alleges that Madau et al. discloses, as per claim 13, initializing sensor, and substantially eliminating D.C. bias present at initialization of sensor (see at least column 3, lines 20-37).

The Office Action also asserts that, as per claim 15, Madau et al. disclose: in response to the vehicle moving prior to completion of initialization, averaging offset values previously acquired and using them as first offset correction signal (see at least column 1, lines 35-55).

As per claim 19, Madau et al. allegedly disclose a sensor offset correction method for a vehicle comprising: generating a first offset correction signal for a vehicle dynamic sensor at a sensor power up in response to a DC bias (see at least the abstract, lines 4-15; and columns 2-3, lines 64-13), generating a temperature drift signal for sensor (see at least column 2, lines 31-38), generating a second offset correction signal for a vehicle dynamic sensor when the vehicle is moving in response to temperature drift signal (see at least column 1, lines 35-55), generating a third offset correction signal for a vehicle dynamic sensor when the vehicle is at rest and vehicle dynamic sensor is below an accuracy threshold (see at least column 2, lines 52-63), and correcting vehicle dynamic sensor in response to first offset correction signal, second offset correction signal and third offset correction signal (see at least columns 3-4, lines 20-18).

In response to this rejection, the Applicant amends claim 1 to include:

In response to the vehicle moving prior to completion of power-up, averaging a maximum and a minimum of offset values acquired during vehicle operation and using said average of said maximum and said minimum as said first offset correction signal, in accordance with claim 15 and paragraph [0028] of the Detailed Description of the Present Invention. This more clearly distinguishes Applicant's invention and is not disclosed or suggested in Madau et al. No new matter has been added.

Applicant believes that the 102(e) rejection is hereby overcome because the claims and the prior art differ. Claims 2, 8-12, and 13-19 depend from the amended claim 1 and are believed to be allowable for at least this reason.

In Response To The 35 U.S.C. 103(a) Claim Rejections:

Claims 7 and 17-18 are rejected under 35 U.S.C. §103(a) as being unpatentable over Madau et al. as applied to claim 1 above, and further in view of Schiffmann et al. (US Patent 4748648).

According to the Office Action, Madau et al. disclose as per claim 7, generating a filtered yaw rate of zero (see at least the abstract, lines 1-4). Madau et al. do not disclose generating a filtered roll rate of zero. However, the Office Action proposes Schiffmann discloses generating a filtered roll rate of zero (see at least columns 5-6, lines 55-3; and column 6, lines 43-65).

Also, as per claims 17-18, Schiffmann allegedly discloses compensating for a valid signal bias in vehicle dynamic sensor, wherein compensating for valid signal bias comprises adjusting an electrical long term bias over time with a minute adjustment at each sampling time or a sliding mode control (see at least columns 6-7, lines 42-59).

Claims 7 and 17-18 depend from claim 1, and, as discussed above, claim 1 has been amended to include that when the vehicle moves prior to completion of power-up, the system averages a maximum and a minimum of offset values acquired during vehicle operation and uses the average as the first offset correction signal. This is not taught or suggested by Madau et al. or Schiffmann et al. Therefore, because the prior art either alone or in combination do not teach or suggest all the elements of the claims, claims 7, and 17-18 are believed to be allowable.

Claims 14, and 16, are rejected under 35 U.S.C. §103(a) as being unpatentable over Madau et al., in view of Schiffmann et al., and Winner et al. These claims, however, also depend from the amended claim 1 and are therefore also believed to be allowable.

Conclusions:

In view of the aforementioned remarks, it is respectfully submitted that all pending claims are in a condition for allowance. A notice of allowability is therefore respectfully solicited. Please charge any fees required in the filing of this amendment to Deposit Account 06-1510. Should the Examiner have any further questions or comments please contact the undersigned.

Respectfully submitted,

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Dated: March 28, 2005